

Agency Name and Project Title City of Yakima, Yakima Grade Separated Rail Crossings	Project Description This project will construct two underpasses, Lincoln Avenue and Martin Luther King, Jr. Boulevard, from 1 st Avenue to 1 st Street. The underpasses will reconstruct three lanes of each roadway under the Burlington Northern Santa Fe mainline. The project is critical to the movement of truck (freight) traffic, emergency vehicles and all other vehicles into and out of the downtown area. City Project No. 1818
Contractor Phase 1: (Util's) West Coast Const. Co. Inc. Phase 2: (Lincoln Underpass) Apollo, Inc. Phase 3: (MLK U/pass) Mowat Const. Co.	
Recent Progress Phase 3 – MLK Underpass: Mowat Construction Company of Woodinville, WA has made good progress since BNSF built the temporary shoofly in late June. The BNSF Bridge was completed in November, the rail line was routed onto the bridge on November 18, and the temporary shoofly was removed. The bottom seal (which will keep the groundwater from flooding the underpass will be complete near the first of the year, as well as, all of the shafts for the secant pile retaining wall.	
Schedule and Scope changes The contractor has been able to make up some time from the delays caused by BNSF and the fiber optic companies. These delays of about 10 weeks have been lessened to 28 days. Barring a bad winter, the project should be completed by the third quarter of 2014. The scope has remained the same. Project cost summary has been updated. State funds will be utilized for which phase (s) of the project. All phases	
Environmental Impacts / Compliance The FONSI has been signed as our NEPA document for all phases. The NEPA was adopted as the SEPA	Federal fund Impacts Federal funds are included in all project phases.

Project Milestones	Scheduled	Attained	Milestone Outlook
Environmental Documents Approved	11/05	4/06	FONSI signed by FHWA 8/17/06. SEPA adopted 10/4/06
RW Complete	7/09	8/09	Work for Phase 1 was completed within existing right of way. Right of way for phases 2 & 3 was acquired in August, 2009.
Contract Advertised	Ph. 1 – 05/07 Ph. 2 – 11/09 Ph. 3 – 10/12	Ph. 1 – 05/07 Ph. 2 – 11/09 Ph. 3 – 10/12	
Contract Awarded	Ph. 1 – 07/07 Ph. 2 – 12/09 Ph. 3 – 12/12	Ph. 1 – 07/07 Ph. 2 – 01/10 Ph. 3 – 01/13	
Groundbreaking	Ph. 1 – 08/07 Ph. 2 – 06/10 Ph. 3 – None	Ph. 1 – 08/07 Ph. 2 – 06/10 Ph. 3 – None	Due to poor weather, a groundbreaking was not held for phase 3. We plan to have a ribbon cutting following the completion of phase 3.
Open to Traffic	Ph. 1 – 05/08 Ph. 2 – 06/11 Ph. 3 – 08/14	Ph. 1 – 06/08 Ph. 2 – 05/12	Phase 3 should be open to traffic by August, 2014

Project Cost Summary: Preliminary Engineering Right-Of-Way Construction Total Project Cost	Dollars in millions 4.22 1.83 37.56 43.61	Percent of total 9.7% 4.2% 86.1% 100%	2013-15 Cash Flow (FMSIB expenditures billed to WSDOT):				
				Date	Planned	Revised	Actual
				9/2013	500,000		1,116,920
				12/2013	998,000	0	0
				3/2014		214,080	
				6/2014			
			Total		2,000,000		669,000
			Carry-over 11-13			1,331,000	1,331,000
			Total 13-15			1,331,000	1,116,920
			GRAND TOTAL		7,000,000	7,000,000	

